

A lot of the DC ADIZ incursions have occurred because pilots were lost. Making the restricted airspace larger won't help folks who are lost because... they don't know where they are. What does seem to help is panel-mounted GPS with moving maps. Unfortunately these units, which cost \$500 for a car or handheld for an airplane cost in the neighborhood of \$10,000 when the manufacturers are forced to go through FAA certification.

Perhaps the DC airspace would be better secured by figuring out how to make panel-mount GPS, and airspace database updates to panel-mount GPS, affordable for owners of older airplanes such as the Cessna 150s that seem to be the main culprits. All of the information that people need to stay clear of the restricted airspace is actually information that their tax dollars paid to generate. Yet they are forced to purchase that information from private companies to get it in machine-readable form and plug it into their GPS units.

General aviation seems to be the one sector of the U.S. economy that is frozen in the 1950s as far as technology is concerned. It should come as no surprise that the pilots of these 1950s can't deal with 21st Century rules. An interesting question for those who want to increase security might be "How do we bring those 1950s airframes into the modern world of electronics without it costing more than the airplanes are worth?"